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EASTERN

F.O.
371

1947

PALESTINE

File No. 84

pp. 4118 - 4372

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Reference:-

FO 371 / 61842

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UNTIL

1978

61842

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PUBLIC RECORD OFFICE

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Class *371*

Pièce *61842*

Following document(s) retained in the

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of the Public Records Act, 1958

E4118/84/31

E4121

E4122

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Reference:-

FO *371* / *61842*

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E

3

1947

E 4151

PALESTINE

17 MAY

Registry Number

FROM

No.

Dated

Received in Registry

E 4151/84/31
Duke of Palmella
Portuguese Embassy
Pro 3/c
136
13 May 1947
14 - -

Illegal Emigrant Ships.
Discusses ship 'ENZO-SERENI' alleged to have been used for illegal immigration and to have flown Portuguese flag. Notes that Dept. be informed that there is no ship of this name in Portuguese shipping register.

Last Paper.

4122.

(Minutes.)

Draft reply.

Copy goes to Co.

JB May 20

References.

(Print.)

(How disposed of.)

~~Portuguese
amb.
from des. O. Largent:
28 May
8/60. (ref)~~
✓ May 30

(Action completed.)

(Index.)

PP
of 6/6/39/5

4/9/48

Next Paper.

E 4165

32008 F.O.P

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References:-

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Embaixada de Portugal
em
Londres

W. L. E
E 4751

London, 13th May, 1947.

Proc. 3/C.

No. 136.

IC.
My dear Sir Orme,

Last March, when replying to a question in the House of Commons on the subject of the conveyance of illegal immigrants to Palestine, Mr. Creech Jones, Secretary of State for the Colonies, referred to 25 ships which, so far as was known, had conveyed illegal immigrants to Palestinian waters since November 1945, and gave one such ship as having flown the Portuguese flag.

As you may be aware, on hearing this we enquired from the Foreign Office the name of the ship in question and were told that it was "ENZO + SERENI".

Having referred this information to Lisbon, I am now in a position to say that there is no ship of this name in the Portuguese Shipping Register. Furthermore, the authorities concerned

Sir Orme Sargent, K.C.M.G., C.B.,
Foreign Office,
Whitehall, S.W.1.

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Embaixada de Portugal
em
Londres

- 2 -

have stated that, to their knowledge, no Portuguese vessel has been used for the conveyance of illegal immigrants to Palestine.

We are naturally anxious that any wrong impression should be corrected and I should accordingly much appreciate it if you would very kindly bring the above to the notice of the Secretary of State for the Colonies.

Yours very sincerely

Palmeira

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Registry
No. E4151/84/31

Top Secret.
Secret.
Confidential.
Restricted.
Open.

Draft.

to the
Portuguese
Ambassador

From:

Sir Orme Sargent

NOTHING TO BE WRITTEN IN THIS MARGIN.

*Copy corres.
to CO. P. 655
Western Dept.
Mr. Hayford
JB May 20*

OUT FILE

6

TIC

28 May

Dear Palmella,

Thank you for your letter No. 136 of May 13th, in which you were good enough to inform me that no vessel named "Enzo-Sereni" is contained in the Portuguese Shipping Register and that the Portuguese authorities know of no Portuguese vessel having been used for the conveyance of illegal immigrants to Palestine.

I am duly conveying this information to the Secretary of State for the Colonies, as you request, with reference to the a recent reply by Mr. Creech Jones on this subject in the House of Commons.

23 May

Yours sincerely,
(Sgd.) O. G. Sargent.

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4151/84/31.

OUT FILE

28th May, 1947.

7

Dear Palmella,

Thank you for your letter No. 136 of 18th May, in which you were good enough to inform me that no vessel named "Enzo-Serani" is contained in the Portuguese Shipping Register and that the Portuguese authorities know of no Portuguese vessel having been used for the conveyance of illegal immigrants to Palestine.

I am duly conveying this information to the Secretary of State for the Colonies, as you request, with reference to a recent reply by Mr. Creech Jones on this subject in the House of Commons.

Yours sincerely,

(Sgd.) O. G. Sargent.

His Excellency
the Duke of Palmella,
Portuguese Embassy,
103, Sloane Street,
S.W.1.

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1947

E

E 4165

8

PALESTINE

19 MAY

Registry Number

E 4165/84/31

TELEGRAM FROM

No.

Sir A. K. ...

Dated

Rome

Received in Registry

1113

16 May 1947

19

SS YILDERAN:

Refer Rome tel 1111 (E 4118/84/31)
It is now confirmed that
Yilderan is at Jaffa.

Last Paper.

4157

(Minutes.)

JB May 21

References.

(Print.)

(How disposed of.)

S. de V. Lloyd }
Duffell } C.O.
Higdon }

Leitch }
Ranks } H.O.

Leitch }
Ranks } Admiralty
Mansell } P.F.O.

(Action completed.)

GEM 2/5

(Index.)

Handwritten initials

Next Paper.

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Reference:-

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8A

M.O. }
Larkin } WU

Robson }
Peters } M.I.C.

Winton } My
Wood } Transport

Murrell } Bob
Crawford } off

Gen Pollack M.C.D.

May 20

1	2	3	4	5	6

Reference:-

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E 4165

E 9

[This telegram is of particular ^{19 MAY} secrecy and should be retained by the authorised recipient and not passed on]

Cypher/OTP.

CABINET DISTRIBUTION

FROM ROME TO FOREIGN OFFICE.

Sir N. Charles.
No. 1113.

D. 11.10 a.m. 16th May, 1947.

R. 2.30 p.m. 16th May, 1947.

16th May, 1947.

Confidential.

My telegram No. 1111, paragraph 4.

Jewish illegal immigration.

It is now confirmed that Yilderan is at Savona.

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E

E 4166 10
19 MAY

1947

PALESTINE

Registry Number } E 4166/84/31
TELEGRAM FROM
No. Sir A. Charles
Dated Rome
Received in Registry } 1117
16 May 1947

Illegal Immigration from Bari.
Refer Row 41 1111 (E 4166/84/31) Italy
Various reports from Bari were taken up orally with Director of Political Representations
Councillor urged Signor Zoppi to have an immediate enquiry made into the facts and all possible action taken by Italian authorities.

Last Paper.
4165

(Minutes.)

Refugee Dept. Min. 25/5
Italian Section 44vi
10 May 47

References.

(Print.)

(How disposed of.)

8/ Sir G. Lloyd
Dropped Lundy P.O.
Telegrams
Perkins H.O.
to Minister
Dodd G. Adair
in account 150.

(Action completed)
G. Adair 6/

(Index.)
16/5/47

Next Paper.

4167

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Reference: FO 371/61842

POA

OM.O. } W.O.
Bhartari }

Robertson } M.I.5
Scherr }

Winton } my
Wood } Transport

Murrie } Pat
Evered } off

Pollock. M.E.I.D.

20 May

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E 4166

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Cypher/OTP.

19 MAY

DEPARTMENTAL NO.2.

FROM ROME TO FOREIGN OFFICE.

Sir N. Charles.
No. 1117.

D. 3.35 p.m. 16th May, 1947.

16th May, 1947.

R. 10.35 p.m. 16th May, 1947.

IMPORTANT.

SECRET.

My telegram No. 1111 paragraph 3.

Jewish illegal immigration from Bari area.

Various reports received from Bari were taken up orally with the Director of Political Representations Italian Ministry of Foreign Affairs this morning. We thought it best not to put anything in writing as information was not complete or conclusive, but the Counsellor urged Signor Zoppi to have an immediate enquiry made into the facts and all possible action taken by the Italian authorities to stop this exodus.

2. Signor Zoppi said that following the representation made by His Majesty's Consul at Bari to the local Italian authorities on the night of May 11th/12th, the Prefect had referred urgently to the Minister of the Interior at Rome who in turn had consulted the Ministry of Foreign Affairs. The latter had replied that all possible steps should be taken to prevent the illegal embarkation of Jews and believed that this had had some success. Zoppi took note of our representation and promised in particular to supply any available evidence about the unknown ship to assist British Naval Authorities in identifying her.

3. Zoppi made the usual reference to the impossibility of controlling these Jews in South East Italy with insufficient police and no Italian control over U.N.R.R.A. camps. Counsellor reminded him that there was nothing in U.N.R.R.A.'s agreement with the Italian Government to prevent the latter from establishing their authority within U.N.R.R.A. camps. Zoppi dodged this point by referring to the political impossibility of treating Jews as prisoners but said that the Italian Government hoped for improvement by getting Jewish camps brought as soon as possible under I.R.O. They were alive to the importance of excluding from the latter staff those U.N.R.R.A. officials suspected of being associated with illegal immigration.



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PALESTINE

19 MAY

Registry Number } *5007/84/31*

TELEGRAM FROM

No.

Dated

Received in Registry

See H. Charles,

London

1118

16 May 1947

19

S.S. "VRISSTI."

Refer Rome tel 1046 (E3830/84/31) on April 18. Ministry Foreign Affairs are requested to make urgent enquiries re VRISSTI. at Beirut & take appropriate steps to control ship movements in Rhoan waters and to ensure that no Jews be allowed aboard without genuine documents.

Last Paper.

4166

(Minutes.)

JD. May 21

References.

(Print.)

(How disposed of.)

Copyied on on

E. 4276

✓ May 28

(Action completed.)

7 PM 4/1

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4/1

Next Paper.

4168

32008 F.O.P.

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200 please E 13

Cypher/OTP

DEPARTMENTAL NO. 1

FROM ROME TO FOREIGN OFFICE

Sir N. Charles D.9.2. a.m. 17th May, 1947.
No.1118 R.2.59 p.m. 17th May, 1947.
16th May, 1947.

B B B B

E 4167
19 MAY

SECRET

My telegram No.1046 paragraph 2.

Suspected Jewish immigration ship Vrissi.

On April 18th the Ministry of Foreign Affairs were requested to make urgent enquiries about Vrissi at Genoa, to take appropriate steps to control ship's movements in Italian waters and to ensure that no Jews should be allowed to embark in her without genuine documents of destination.

2. In reply to enquiry how the matter stood, the Italian Ministry of Foreign Affairs stated to-day that the necessary orders were given sometime ago by the Italian Ministry of Marines for an investigation of the circumstances of this ship. In the meantime, the Ministry of Marine had also instructed the competent officials to prevent the ship leaving Genoa.

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RECEIVED
MAY 19 1947

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E 4168

1947

PALESTINE

19 MAY

14

Registry Number

E 4168/84/31

TELEGRAM FROM

Gen. A. Charles

No.

Rome

Dated

1126

Received in Registry

17 May 1947
19

S.S. ANAL

Refer FO. 927 (E 3007/84/31). My Foreign Office inform that Anal has just arrived from Marseille with 375 Jews on board. (Understand etc is flying Panamanian flag.)

Last Paper.

4167

(Minutes.)

Attach tel. to Cairo

DB, May 20

DB, May 27

References.

(Print.)

(How disposed of.)

Filed on an E 4175

✓ May 20.

Tel) Cairo 975

Repd.) Rome 1040.

18 May.

Copied as above
✓ May 20

(Action completed.)

PSM/27/1

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E 4168

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Cypher/OTP

19 MAY

DEPARTMENTAL NO. 2.

FROM ROME TO FOREIGN OFFICE

Sir N. Charles
No. 1126.
May 17th, 1947.

D. 7.55 p.m. May 17th, 1947.
R. 10.10 p.m. May 17th, 1947.

Repeated to Paris

JJJ

MOST IMMEDIATE

Your telegram No. 927. *2 3007/84/71*

Confidential.

Jewish illegal immigration. Ministry of Foreign Affairs has just informed me that "Anal" has just arrived from Marseilles with 575 Jews on board. We understand she is flying the Panamanian flag. She is stated by Ministry to be due to sail for Alexandria.

2. I have requested the Ministry to hold up the ship pending your instructions. I will telegraph later.

Foreign Office please repeat to Paris most immediate as my telegram No. 85.

[Repeated Most Immediate to Paris.]

MAY
19 47
10 11 12 1 2 3 4 5 6 7 8 9
R

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NOTHING TO BE WRITTEN IN THIS MARGIN.

Registry
No.~~Top Secret.~~~~Secret.~~~~Confidential.~~~~Restricted.~~~~Open.~~

Draft.

Cairo
975.Repeat Rome
1040
immediate

18/5/47

Dept 1. 2

Cyprus

Copies 11P

OUT FILE

✓ Jan 8/47

16

IMMEDIATERome tel. No. 1126 [D
May 17 : Jewish illegal
immigration]Please ascertain
and report immediately
whether these 375 Jews
have ^{visas} ~~permissions~~ to
enter Egypt, since
vessel's destination is
stated to be Alexandria.

JD May 17

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Reference:-

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/ 61842

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OUT FILE

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Confidential

Cypher/OTP

DEPARTMENTAL NO. 2.

FROM FOREIGN OFFICE TO CAIRO

No. 975

D. 2.0 a.m. 18th May, 1947.

18th May, 1947.

Repeated to Rome No.1040 Immediate

B B B B

IMMEDIATE
CONFIDENTIAL

Rome telegram No.1126 [of May17th: Jewish
illegal immigration]

Please ascertain and report immediately
whether these 375 Jews have visas to enter Egypt,
since vessel's destination is stated to be Alexandria.

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1947

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E 4176

18

PALESTINE

19 MAY

Registry Number } E 4176/84/31
 TELEGRAM FROM
 No. *Wireless Boomer*
 Dated *Paris*
 Received in Registry } *HOB*
17 May 1947
19

President Warfield:
 Refers F.O. tel 803 (E 3957/84/31). My Foreign
 affairs, have been informed of movement of
 ship and action taken by Italian Govt.
 They promised to advise appropriate authorities
 immediately. Have not mentioned our
 own shadowing operations.

Last Paper.

4168

(Minutes.)

JB, May 21

References.

(Print.)

(How disposed of.)

Passed as an
E 3135
 ✓ *May 20*

(Action completed.)

REMB 4/5

(Index.)

REMB 4/5

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4177

32008 F.O.P.

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Reference: FO 371/61842

E 4176

E. 19

Cypher OTP

19 MAY

DEPARTMENTAL No. 2

FROM PARIS TO FOREIGN OFFICE

Mr. Duff Cooper
No. 406

D. 7.07 p.m. 17th May 1947.

17th May 1947.

R. 10.30 p.m. 17th May 1947.

Repeated to Rome
Washington (Saving)

IMPORTANT *****
CONFIDENTIAL

Foreign Office please repeat to Rome as my telegram
No. 69.

Your telegram No. 803. *→ 79-1/84/31*

S.S. President Warfield.

Ministry of Foreign Affairs have been informed of
movements of ship and action taken by Italian Government.
(Copy of note by bag tomorrow). They promised to warn
appropriate authorities immediately. We have not
mentioned our own shadowing operations.

[Repeated to Rome].

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E

E 4177

20

1947

PALESTINE

19 MAY

Registry Number } E 4177/84/31

TELEGRAM FROM

No.

Dated

Received in Registry

Rev. A. Charles

Rome

1115

16 May 1947
19

Illegal Immigrant Ships.

Refer Rome tel 1097 (E 4037/84/31) during conversations, Sec Gen made obscure remark to effect that it was always open to H.M.G. to reach a bilateral agreement with Italian Govt about control of illegal immigration from Italy.

Last Paper.

4176

References.

(Minutes.)

See E 4364 < minute

J.S. Beins
May 28

J.B. June 3

(Print.)

S.P. (How disposed of.)

Revised as on
E 4165

✓ May 20

(Action completed.)

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[Handwritten signatures]

Next Paper.

4178

32003 F.O.P.

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FO

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E 4177
19 MAY

E 21

Cypher/OTP

DEPARTMENTAL NO.2.

FROM ROME TO FOREIGN OFFICE.

Sir N. Charles,
No.1115
16th May, 1947.

D: 6.1 p.m. 16th May, 1947
R: 9.35 a.m. 17th May, 1947.

A A A A

SECRET.

Jewish illegal immigration.

F 4037/82/K1

In the course of conversations reported in my telegram No.1097 Secretary General of Italian Ministry of Foreign Affairs made a rather obscure remark to the effect that it was always open to His Majesty's Government to reach a bilateral agreement with the Italian Government about control of illegal immigration from Italy. The Secretary General was defending at the time the alleged inability of the Italian Government to hold up suspected ships under existing Italian law and trying to [grp undec. ? exaggerate point that if the Italian authorities let "President Warfield" go they would be inviting all the other numerous suspected ships to use Italian ports.

2. While I think this suggestion worth reporting I find it difficult to imagine how in practice any satisfactory bilateral agreement of this sort could be reached between the two Governments. I am sure that the real solution of the long-term problem is (compare paragraph 4 (c) my telegram No.1083) passage of some sort of resolution by U.N.O. urging Governments to take necessary measures to stop this clandestine traffic. The Italian Government would be very sensitive to any direction by United Nations in their eagerness to join the ranks.

MAY 19 1947

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E 4178

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PALESTINE

19 MAY

Registry Number

E 4178/84/31

TELEGRAM FROM

Mr Charles

No.

Rome

Dated

11 27

Received in Registry

17 May 1947

19

SS ANAN

Repd Rome tel 1126 (E 4168/84/31) Leo Gen has requested my ~~to~~ do everything in their power to hold up ship for lead being. Hold her fast, she must be stopped on same basis as President Warfield

Last Paper.

4177

(Minutes.)

Bman 20

References.

(Print.)

(How disposed of.)

Revised as an

E 4178

✓ May 20

Tel) Rome 1043

Repd Paris 813.

18. May.

Copied as above 20 May

(Action completed.)

8/26/47

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4/8/48

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Cypher/OTP

E 4178

DEPARTMENTAL NO. 2.

FROM ROME TO FOREIGN OFFICE

Sir N. Charles. D. 9.49. p.m. May 17th, 1947.
No. 1127.
May 17th, 1947. R. 12.05. a.m. May 18th, 1947.

Repeated to Paris.

6 6 6 6 6

MOST IMMEDIATE.

Confidential.

← 4168/24/11

My immediately preceding telegram.

The Secretary General of the Ministry of Foreign Affairs has requested the Ministry of Marine to do everything in their power to hold up the ship for the time being. He says that unfortunately telephone communication to Palermo has broken down, but urgent telegram has been sent to the port authorities, and he hopes that the ship is not being furnished with the necessary fuel to go to "the nearest port, Malta or Tunis". I said that I could not accept that at all, and the ship must be stopped at all costs on the same basis as the President Warfield. Signor Fransoni is, I am sure, doing his best.

Foreign Office please repeat to Paris Most Immediate as my telegram No. 86.

[Repeated to Paris Most Immediate.]



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No.

OUT FILE

24

Despatched 4 20 p.M. 17/5

Draft.

Rome 1043

Telegram.

Repeat Paris 813
(IMPORTANT)

Cypher

May 18
depl. no. 2

Copies 11P

NOTHING TO BE WRITTEN IN THIS MARGIN.

IMMEDIATE

Your tel. no. 1127 [of
May 17: Jewish illegal
immigration]

I approve your action
and attach highest
importance to this ship
being held up. Please
~~press the~~ ^{press the} ~~suggestions~~ Italian authorities
~~that they should~~ ~~scrutinise~~
to scrutinise the ship's papers
and the passengers' travel
documents ^{very carefully} also ~~investigate~~
~~to~~ ^{to} try and establish
where the passengers
embarked. This is a clear
case of Jewish illegal
immigration and we
consider ~~that~~ that the passengers
should

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should be returned whence
they came.

D. May 18

24A

NOTHING TO BE WRITTEN IN THIS MARGIN.

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Cypher/OTP

DEPARTMENTAL No. 2.

FROM FOREIGN OFFICE TO ROME.

No. 1043. D. 4.20 p.m. 18th May, 1947.
18th May, 1947.

Repeated to Paris No. 813 (Important).

3 3 3

IMMEDIATE.

Your telegram No. 1127 [of May 17th: Jewish illegal immigration].

I approve your action and attach highest importance to this ship being held up. Please press the Italian authorities to scrutinise the ship's papers and the passengers' travel documents very carefully: also to try and establish where the passengers embarked. This is a clear case of Jewish illegal immigration and we consider that the passengers should be returned whence they came.

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E 4180

1947

PALESTINE

19 MAY

26

Registry Number } E 4180/84/31
 TELEGRAM FROM
 No. *Lev. A. Charles*
 Dated *Rome*
 Received in Registry } 1129
 18 May 1947
 19 - -

S.S. ANAK
 Refer Rome tel 1128 (E 4179/84/71), State Counsellor
 protested to Lev Gen against supply of coal
 and emphasised the bad impression this
 would cause in London. Give further
 comments.

Last Paper.

4179

(Minutes.)

B May 20

References.

(Print.)

(How disposed of.)

copied as an
E 3165
✓ May 20

(Action completed.)

P. P. M. 23/5

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 Reference: **FO 371/61842**

E 4180

27

Cypher/OTP

DEPARTMENTAL NO. 2.

19 MAY

FROM ROME TO FOREIGN OFFICE

Sir N. Charles
No. 1129
May 18th, 1947.

D. 3.32 p.m. May 18th, 1947.
R. 6.20 p.m. May 18th, 1947.

Repeated to Paris

SSSS

IMMEDIATE

My immediately preceding telegram.

Jewish Illegal Immigration.

The Counsellor protested to the Secretary General against supply of coal (presumably derived from U.N.R.R.A. to which the United Kingdom was the second largest contributor) and emphasised the bad impression this would cause in London. The Secretary General claimed that the Port Authorities were required by international law to supply fuel to enable any ship to reach the next port and attempted to argue that the Embassy had concurred in this prior to his conversation with me reported in my telegram No. 1127. He finally ended however by virtually admitting that the Italian Government were determined to get rid of the Anal and her unwelcome passengers.

2. The Counsellor requested that circular instructions be given to the Port Authorities not (repeat not) in future to give any fuel to suspect Jewish ships and made the point about not prejudicing United Nations proceedings. The Secretary General replied that it was essential for His Majesty's Government and Italian Government to agree on a standard procedure for handling these illegal immigrant ships as the present situation was intolerable (c.f. my telegram No. 1115).

3. The Secretary General was obviously distressed lest the Anal incident should end in recriminations [grp. undec.] [grp. undec. ?ease of] President Warfield (which incidentally is still in Porto Venere with British and Italian naval authorities keeping touch). He claims to be doing everything possible to meet our requirements but again begs us to understand his difficulties. He told the Counsellor in confidence that he had been subjected to very heavy pressure from private interests over the Warfield and expects the same over the Anal. He complains bitterly of the attitude of the French who let both these ships go on to Italy.

4. Please telegraph your instructions urgently. We will continue to press for the Anal to be held at Palermo.

Foreign Office please repeat to Paris Important as my telegram No. 88.

[Repeated Important to Paris]

MAY 19 1947

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Reference: FO 371/81842

119

E

E 4181

1947

PALESTINE

19 MAY

28

Registry Number

E 4181/84/31

TELEGRAM FROM

No.

Lord Keverston
Washington

Dated

Received in Registry

2932

17 May 1947
19

Illegal Immigrant Ships.

Refer 70 tel 4867 (E 3951/84/31) Balfour spoke to Villard who said that the way for a public declaration by U.S. Govt, had been considerably eased as a result of resolution by Special Assembly inviting Govt and people to refrain from creating an atmosphere prejudicial to an early settlement of Palestine question.

Last Paper.

4180

(Minutes.)

Spines Attach later tel. in this
Subject JB, May 22

References.

JB June 9

(Print.)

(How disposed of.)

Payed as on
E 4181 3165
May 20

(Action completed.)

PEM/9/6

(Index)

4/18/48

Next Paper.

4182

32008 F.O.P.

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Reference:

FO

371 / 61842

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[This telegram is of particular secrecy and should be retained by the authorised recipient and not passed on].

Cypher/OTP

DIPLOMATIC (SECRET). 29

FROM WASHINGTON TO FOREIGN OFFICE.

Lord Inverchapel. D. 3.17 p.m. 17th May 1947.
 No. 2932 R. 9.40 p.m. 17th May 1947.

17th May 1947.

Repeated to Rome
 Paris.

V V V

E 4181

19 MAY

IMMEDIATE.

TOP SECRET.

Your telegram No. 4867 - illegal immigration into Palestine.

Balfour spoke this morning to Villard, Deputy Director of the Office of Near Eastern Affairs, who said that the way for a public declaration by the United States Government had been considerably eased as a result of the resolution by the Special Assembly inviting Governments and peoples to refrain from creating an atmosphere prejudicial to an early settlement of the Palestine question.

2. Mr. Villard expressed the hope that it would prove possible to issue such a declaration at an early date. He also assured Balfour that the State Department were actively examining the legal possibilities open to them to obstruct the sale and departure of ships and much regretted that a reply to our repeated appeals regarding illegal immigration had been so long delayed. He remarked that the scurrilous advertisement by Ben Hecht described in your telegram No. 4927 gave a real opportunity to respond to our wishes. (N.B. this telegram had not arrived at the time of Balfour's talk with Villard. We have now used it and your immediately following telegram to drive home the plea for urgent action. I will keep up the pressure).

3. On the particular question of the President Warfield, Villard was sympathetically disposed to the suggestion that the United States Government should assure the

/Italian



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Italian Government that they were not impairing American goodwill by co-operation with us in this matter. As, however, the United States Government had not yet publicly condemned illegal immigration, he did not think that they could go so far as to make the intimation to the Italian Government in the form recommended in paragraph 4(B) of Rome telegram No. 1083. Balfour urged that no time should be lost in making known the United States attitude to the Italian Government.

Foreign Office please pass to Rome and Paris Saving as my telegrams Nos. 104 and 31 respectively.

[Repeated to Rome and Saving to Paris].

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E

E 4187 31

1947

PALESTINE

19 MAY

Registry Number } E4187/84/31.
 FROM } P.A. Fitzgerald.
 No. } Colonial Office
 Dated } 6 M' cable.
 Received in Registry } 76021/46A.
 } 14 May 1947
 } 19 - -

Illegal Immigrant Ship.
 Notes on interdepartmental meeting was held May 6, to discuss means whereby a ship could be detained legally or administratively in U.K. ports. Issues raised discussed.

Last Paper.
 4182

References.
 E 3013/48/31

(Print.)

(How disposed of.)

~~Apt. Paris
 Brussels
 Hague
 Stockholm
 Copenhagen
 Rome
 Belgrade
 Bucharest
 Athens
 Lisbon
 (Restricted) 30 May P.T.O.~~

(Action completed.)
 JSM 30/5

(Index.)
 19/4/48

Next Paper.
 4201

(Minutes.)
 I submit a draft letter to those Governments who received our despatch about the International Conventions for the Safety of Life at Sea and about load lines.
 J. E. CABAE
 22/5
 JB May 23

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FO 371 / 61842

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May 30

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Group..... FO
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Piece 61842

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~~retained in the Department of origin*~~
transferred to PRO Safe Room*

E 4182 / 84 / 31

and closed until..... 1998.....

*delete as necessary

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Enter

E 4107

Colonial Office,
Downing Street,
S.W. 1.

33

76021/46A

17th May, 1947.

Dear Cable,

An interdepartmental meeting was held at this office on 6th May to discuss means whereby a ship could be detained legally or administratively in

United Kingdom ports. The aim in view was to discover the procedure through which a ship must go before leaving a United Kingdom port and to see in what way obstructions could be interposed. It was felt that it might be of some assistance to His Majesty's representatives abroad to be informed of United Kingdom procedure which might be a guide to the practice of other European countries and a basis on which representations to foreign Governments could be made.

It appears that before a ship can be cleared at a United Kingdom port it must show the following certificates in proper order:

- (i) Safety at Sea
- (ii) Load line
- (iii) Passenger
- (iv) Wireless (for ships of 1,600 tons)
- (v) Registry
- (vi) Port Health Authorities.

As regards the first two, they are required only for ships registered in countries that have subscribed to the Safety at Sea Convention; and it seems that no /sanctions

T. CABLE, ESQ.

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FO

371 / 61842

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33A

sanctions can be applied for breach of the Convention. A delay could, however, be imposed during an inspection of the ship by the competent authority, Board of Trade surveyors. In fact, of course, the Italian authorities are acting against "President Warfield" on these lines.

As regards the Passenger Certificate, if a ship sails empty from a United Kingdom port, although obviously fitted out for more passengers than the number shown on the certificate, it cannot be detained. If, however, it sails loaded in excess of the number shown the Port Authorities can stop it sailing.

More information is being sought regarding the Registry and Wireless certificates and the action that might be taken under them.

It appears that the Port Health Authorities have wide powers of inspection and that effective action can perhaps most easily be taken under this head. If nuisances e.g. vermin etc. or structural defects e.g. in lavatories or ventilation system are found on board, the Authorities may hold the ship until the nuisances or defects are rectified. They also have certain rights of inspecting passengers under the Safety at Sea Convention for infectious diseases.

We have asked the various Departments concerned
/to

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Reference:-

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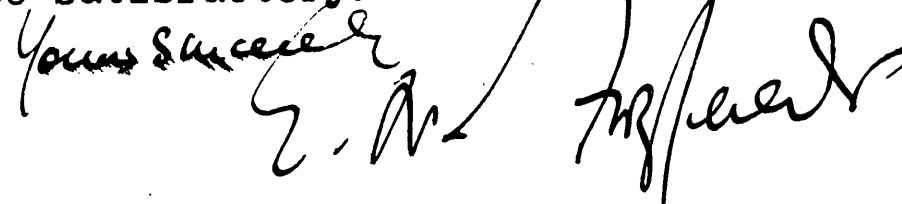
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to let us know as soon as possible how far legal action can be taken against ships and what physical restraint can be imposed upon them under these heads. At present it is not clear which Safety and Health requirements are demanded by law and which are merely laid down in International Conventions. We will of course inform you at once of the replies.

It was further pointed out at the meeting that great inconvenience could be caused to the ships engaged in the illegal immigration traffic if they could be denied water, bunkers, pilotage and tugs.

The denial of bunker facilities is, of course, under active consideration at the present time. But it was strongly felt that if the Port Authorities could be induced in any way whatsoever to refuse or at least hold up facilities for taking on water or the permission to use tugs and pilots, then serious embarrassment and delay would undoubtedly be caused to the organisers of illegal immigration.

"President Warfield" will of course be in many ways a test case for obstructive action of this kind against illegal immigration ships. We hope the results will be satisfactory.

Yours sincerely


(E. N. FITZGERALD)

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Reference:-

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NOTHING TO BE WRITTEN IN THIS MARGIN.

Registry
No. E 4187/84/31

~~TOP SECRET~~
~~SECRET~~
~~CONFIDENTIAL~~
Restricted.
~~TOP SECRET~~

JEC

Draft.

Letter

To following
Chanceries:

Paris
Brussels
The Hague
Stockholm
Copenhagen
Rome
Belgrade
Bucharest
Athens
Lisbon

Copies to:

Mr. Fitzgerald,
C.O.

Admiralty and

M.I.5 (usual
names)

and

Mr. Wood,
Miny. of Transport

887
no file - OUT FILE 35

RESTRICTED

Foreign Office, S.W.1.

30 May, 1947.

Dear Chancery,

Please refer to our despatch

589
344
250
145
No. 199 of the 10th May about the use to
402
336
199
280
134

be made of the provisions of the International
Convention for the Safety of Life at Sea,
1929 and the International Convention
respecting Load Lines, 1930, in delaying
ships suspected of complicity in the

illegal immigration traffic into Palestine.
*[Athens only] and to your letter No. 46/93/47
of Apr. 23rd.*

2. It has occurred to us that the following
account of the various means whereby such a
ship could legally or administratively be
detained in an United Kingdom port might be
of some assistance to you when *taking up the*
~~dealing with~~ *matter with the local authorities.*
~~cases of this kind.~~

3. It appears that, before a ship can be
cleared at a United Kingdom port, it must
show the following certificates in proper
order:

- (a) Safety at Sea
- (b) Load Line
- (c) Passenger
- (d) Wireless (for ships of 1600 tons)
- (e) Registry and
- (f) Port Health Authorities.

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Reference:-
FO 371 / 61842

35A

The first two certificates are required only for ships registered in countries that have subscribed to the International Convention for the Safety of Life at Sea. It seems that no sanctions can be applied for a breach of this Convention. A delay could, however, be imposed during an inspection of the ship by the competent authority, in this case the Surveyors of the Board of Trade. This procedure was recently adopted by the Italian authorities in order to delay the sailing of the "President Warfield".

4. The Passenger Certificate shows the maximum number of passengers which the ship is permitted to carry. The Port Authorities can prevent a ship from sailing if the number of passengers actually on board exceeds this figure. The mere fact that the ship is obviously fitted out to carry more than the permitted number of passengers is not, however, a valid reason for delaying it.

5. More information is being sought regarding the Registry and Wireless Certificates and the action that might be taken under them.

6. The Port Health Authorities have wide powers of inspection and effective action can most easily be taken by them. If the ship is found to be verminous or if its ventilation or lavatories are defective, the ship may be detained until these defects are remedied./

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FO 371 / 61842

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remedied. The Port Health Authorities also possess certain rights, under the Convention for the Safety of Life at Sea, of inspecting passengers for infectious diseases.

7. Great inconvenience could, of course, be caused to any ship suspected of complicity in the illegal immigration traffic if the Port Authorities could be induced to deny water, bunkers, pilotage and tugs.

Yours ever,
EASTERN DEPARTMENT.

J.B. May 23

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(E.4187/84/31)
RESTRICTED.

Dear Chancery,

Please refer to our despatch No. 134 of the 10th May about the use to be made of the provisions of the International Convention for the Safety of Life at Sea, 1929 and the International Convention respecting Load Lines, 1930, in delaying ships suspected of complicity in the illegal immigration traffic into Palestine. Athens only and to your letter No. 46/93/47 of 23rd April.

2. It has occurred to us that the following account of the various means whereby such a ship could legally or administratively be detained in an United Kingdom port might be of some assistance to you when taking up the matter with the local authorities.

3. It appears that, before a ship can be cleared at a United Kingdom port, it must show the following certificates in proper order:

- (a) Safety at Sea
- (b) Load Line
- (c) Passenger
- (d) Wireless (for ships of 1600 tons)
- (e) Registry and
- (f) Port Health Authorities.

The first two certificates are required only for ships registered in countries that have subscribed to the International Convention for the Safety of Life at Sea. It seems that no sanctions can be applied for a breach of this Convention. A delay could, however, be imposed during an inspection of the ship by the competent authority, in this case the Surveyors of the Board of Trade. This procedure was recently adopted by the Italian authorities in order to delay the sailing of the "President Warfield".

4. The Passenger Certificate shows the maximum number of passengers which the ship is permitted to carry. The Port Authorities can prevent a ship from sailing if the number of passengers actually on board exceeds this figure. The mere fact that the ship is obviously fitted out to carry more than the permitted number of passengers is not, however, a valid reason for delaying it.

5. More information is being sought regarding the Registry and Wireless Certificates and the action that might be taken under them.

6. The Port Health Authorities have wide powers of inspection and effective action can most easily be taken by them. If the ship is found to be verminous or if its ventilation or lavatories are defective, the ship may be detained until these defects are remedied. The Port Health Authorities also possess certain rights, under the Convention for the Safety of Life at Sea, of inspecting passengers for infectious diseases.

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7. Great inconvenience could, of course, be caused to any ship suspected of complicity in the illegal immigration traffic if the Port Authorities could be induced to deny water, bunkers, pilotage and tugs.

Yours ever,
EASTERN DEPARTMENT.

The Chancery,
British Embassy,
Paris.

The Chancery,
British Embassy,
Brussels.

The Chancery,
British Embassy,
The Hague.

The Chancery,
British Legation,
Stockholm.

The Chancery,
British Legation,
Copenhagen.

The Chancery,
British Embassy,
Rome.

The Chancery,
British Embassy,
Belgrade.

The Chancery,
British Legation,
Bucharest.

The Chancery,
British Embassy,
Athens.

The Chancery,
British Embassy,
Lisbon.

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122

1947

E

PALESTINE

E 4202 391
19 MAY

Registry Number } EU 202/84/31

TELEGRAM FROM

No. Sir R. Campbell

Dated Cairo

Received in Registry } 1148

18, 11/19/1947
19 - -

Illegal Immigration, Egyptian Jews.
Reps # 0. tel 975 (E 4168/84/31) Xenotia of Passport Office state that no application for Egyptian visas for 275 Jews has been referred to him and that under existing regulations he would have expected any application to be referred to him before any visas were granted.

Last Paper.

4201

(Minutes.)

JD, May 20

References.

(Print.)

(How disposed of.)

Replied as on E3615.

✓ May 20

Ret. Cairo 1038.
May. 29.

8/ as above.
8) J.G. Dist as per EU 226/24/31 June 5

(Action completed.)

J.L.M. 4/15/48

(Index.)

J.L.M. 4/15/48

Next Paper.

E 4213

32008 F.O.P.

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Cypher/OTP

DEPARTMENTAL No. 2.

FROM CAIRO TO FOREIGN OFFICE

Sir R. Campbell
No: 1148
18th May, 1947.

D. 5. 26 p.m. 18th May, 1947.
R. 8. 00 p.m. 18th May, 1947.

Repeated to Rome.

11111

E 4202
19 MAY

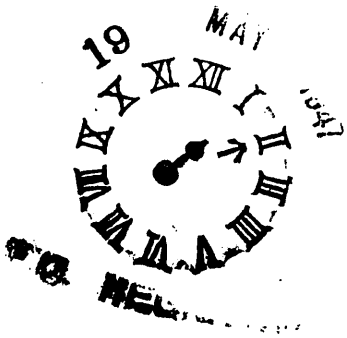
IMMEDIATE

CONFIDENTIAL

Your telegram No. 975.

4168/84/71

Director of Passport Office of the Ministry of the Interior states that no application for Egyptian visas for 375 Jews has been referred to him and that under existing regulations he would have expected any application to be referred to him before any visas were granted.



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FO 371 / 61842

123

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E 4213

43

1947

PALESTINE

20 MAY

Registry Number } E4213/84/31

TELEGRAM FROM

No. Les H. Charles Rome

Dated 1140

Received in Registry } 19 May 1947
20 - -

SS ANAK

Refer Rome tel 1131 (E4201/84/31) states
Rec Gen stated that 'Anak' was still at
Palermo and that Italian Govt must shortly
allow her to sail. She has sufficient coal
& take her on for 459. Tunis if she enters
another Italian port she would be declared
detained.

Last Paper.

4202

(Minutes.)

JB May 21

References.

(Print.)

(How disposed of.)

8/ Les J. Lloyd P
Croftland, P. O.
Higham

Probyn & H.O.
Rexford

A. White & Adams
Dodd's
Mansfield P.O.

(Action completed.)

J. Embury

(Index.)

[Handwritten initials]

Next Paper.

4214

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Reference: FO 371/61842

43A

OMO. } W.D.
Blair } W.D.

Robertson } Mrs
Lear } Mrs

Winton } My
Wood } Transport

Garvey } Room
Atfield } 17

Murie } Bob
Lover } off

Pollock. N.C.I.U.
on E4256/84/31
May 27.

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Cypher/OTP

E 4213
20 MAY

DEPARTMENTAL NO. 2.

E
44

FROM ROME TO FOREIGN OFFICE

Sir N. Charles
No. 1140.
May 19th, 1947.

D. 7.22 p.m. May 19th, 1947.
R. 9.40 p.m. May 19th, 1947.

Repeated to Paris

JJJ

MOST IMMEDIATE

CONFIDENTIAL

My telegram No. 1131. *1131/84/m*

Secretary General told me at mid-day that the Anal was still at Palermo and that the Italian Government must shortly allow her to sail. She has sufficient coal to take her as far as e.g. Tunis. If she enters another Italian port she would be declared detained.

Signor Fransoni said it was impossible for the Italian Government to go on holding up ships without good legal grounds and he hoped I could propose some acceptable solution. It was difficult to keep 350 Jews indefinitely on the Anal outside Palermo but he assured me that strict orders had been given to prevent Jews leaving the country without proper documents. He did not believe the Jews could have been picked up in Italy and enquired why the French authorities allowed such passengers to embark.

Foreign Office please repeat immediate to Paris as my telegram No. 90.

[Repeated to Paris.]

MAY 19 1947

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E 4220

1947

PALESTINE

20 MAY

HC

Registry Number

E 4220/84/31

FROM

Embassy

No.

Rome

Dated

198

Received in Registry

325/26/47

12 May 1947

20

President Waqfeld

transmits copies of his letter to Count SFORZA 225/20/47 of May 11, and 225/26/47 of 11 May, re illegal immigration of his President Waqfeld.

Last Paper.

4214

(Minutes.)

Copy to Mr Higham
Cabinet Office (Emb. Evoked)
10 May 21

References.

(Print.)

(How disposed of.)

8 telegram. b.o.
Evoked.
Cob off
✓ 27 May

(Action completed.)

G. E. [Signature]

(Index)

[Signature]

Next Paper.

4223

32003 F.O.P

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References:- FO 371/61842

No.

198

SECRET

E

(325/26/47.)

HIS Majesty's Representative at Rome presents his compliments to the Secretary of State for Foreign Affairs, and has the honour to transmit herewith copy of the under-mentioned paper.

47

British Embassy,

Rome,

12th May, 1947.

E 4220

Reference to previous despatch:

E
20 MAY
P 938/84/11

~~From~~ Foreign Office: Tel. No. 1071 of 11th May, 1947.

To

Description of Enclosure.

Name and Date.	Subject.
<p>H.E. to Count Sforza 325/20/47 of 11th May, and 325/26/47 of 11th May.</p>	<p>Jewish immigrant ship - "President Warfield".</p>

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Reference:-
FO 371 / 61842

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Immediate and Secret

11th May, 1947

My dear Minister,

On 9th May, Signor Fransoni informed me that the "President Warfield", about which I wrote to you on 7th May in connection with Jewish illegal immigration into Palestine, had been refused permission to leave port for the next two or three days on the grounds that certain repairs were necessary. Signor Fransoni warned me however that unless I could furnish further reasons why the ship should not be allowed to sail he thought it would be impossible to delay its departure beyond Monday 12th May.

2. It is for this reason that I am now writing to you urgently in order to communicate to you the following evidence which shows virtually beyond possibility of doubt that this ship is in fact intending to carry illegal immigrants to Palestine, and that in all probability she is proposing to pick them up from the Italian coast in defiance of Italian law.

(a) The Press in the United States of America and the United Kingdom (New York Times and The Daily Telegraph) have mentioned the "President Warfield" in connection with Jewish illegal immigration. An article in the New York Times of 7th March reported that she was fitting out in Norfolk, Virginia for this purpose and that some of the crew had admitted that her destination was Palestine, and had indicated that she was to follow a previous ship engaged in this traffic called the "Abril".

(b) This report has been corroborated by others to the effect that the original captain of the ship (see paragraph 5(b) below) was reported to have stated on leaving Baltimore that the ship's destination was Palestine: the Chief Engineer was also reported to have stated that 5,000 refugees would be embarked for Palestine, and that the ship would run the British blockade.

(c) The owners of the "President Warfield", the Western Trading Company of 35, Stone Street, New York City, also own other ships which are now at sea and are strongly suspected to be en route for Palestine, engaged in the same nefarious business of illegal Jewish immigration.

(d) The ship is carrying over 1,200 mess kits, 150 canteens and about 2,100 life jackets; in brief it is clearly intending to carry large numbers of passengers.

(e) The crew of the ship are practically all Jews (a figure of 80% has been mentioned). They are not regarded as bona fide seamen, being above the average in education and are reported to be receiving disproportionately small salaries and, to be willing to undertake their work as a "patriotic duty".

3. These facts would seem to prove that the account given by the master of the ship, to the effect that he is proceeding on a normal commercial voyage to Istanbul, is a complete distortion of the truth. So much so indeed that you may consider it advisable to require him to produce further justification of his statement. Can he, for example, show evidence that the ship is engaged in bona fide trading, that is to say evidence of cargoes, legitimate passengers or loading data?

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Reference:-
FO 371 / 61842

49

4. I fear that no concrete evidence is available as to where the ship will attempt to take her illegal passengers on board, and in the nature of things it is almost impossible to secure such evidence. However, the information received by my Government about previous similar cases of ships being engaged in this traffic has always proved correct, and we are in fact in no doubt whatsoever that this ship is involved in it too. It is of interest in this connection that according to our latest information suspicious embarkations and activities have taken place during the last few days at Bogliasco and other Italian ports on the west coast, in the light of previous experience this would suggest that preparations are being made for transshipment of Jewish immigrants to the "President Warfield". No doubt we can count on your help in ensuring that these movements are watched closely.

5. Quite apart from these considerations, evidence has reached us about the "President Warfield" which shows that she is probably not in a fit state for an ocean voyage, and that she is certainly not properly equipped to take on board the total complement of 5,000 passengers which we are told she is intending to carry. Thus:

(a) during the voyage between Norfolk and Philadelphia the ship's superstructure is reported to have shifted two inches, and the former captain of the vessel protested that the ship was unfit for an ocean voyage.

(b) the number of passengers which it is reported that she can safely carry is very considerably less than the figure of 5,000 named above; and if she fulfils her intention of carrying so large a number there is a serious danger that she may capsize.

6. I referred in my letter of 7th May to the grave risk to human life which this illegal traffic implies, and in view of the facts given above you may think it desirable that this ship should be subjected to an exhaustive examination by the Italian marine experts, in order to ascertain whether or not she is seaworthy.

7. From the care which has been taken in collecting all the evidence which I have given you above, you will see that my Government is deeply concerned lest this ship should leave Portovenere with all the complications that will follow. They do in fact regard this as a test case as you will probably have deduced from the frequent representations which I have made to you about it. Consequently you will appreciate that if in fact the "President Warfield" does in the end leave port and reach Palestine it will be necessary for us to insist that the Italian Government should take back her passengers (in accordance with the policy which I communicated to you in my letter of 1st April) with all the resulting publicity and damage to anglo-Italian relations at this particularly delicate moment. At the same time the Italian Government inevitably become subject to pressure of an embarrassing character from Zionist interests. I have no doubt that you will agree therefore that it would be a more prudent course, in the interests of the Italian Government, as well as in those of my Government, that firm measures should be taken to prevent the ship's departure now rather than to risk at a later date the damaging consequences described above.

(sgd) NOEL CHARLES

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FO 371 / 81842

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325/26/47

VERY URGENT

British Embassy
R O M E

11th May, 1947

50

My dear Minister,

With reference to the urgent letter which I sent you this morning about the case of the ship "President Warfield", I have been instructed by my Government to represent to you the great importance of placing Italian official observers upon all vessels in Italian waters which are suspected of intending to embark Jews for illegal immigration into Palestine.

In particular, it appears very urgent to take this action in the case of the "President Warfield" at Portovenere. The presence of an Italian official observer on board this ship would be a guarantee against the evident risk that her captain may disobey the orders of the Italian Government and leave port in order to embark illegal immigrants off the coast of Italy.

Believe me, my dear Minister,

Yours very sincerely

(sgd) NOEL CHARLES

Count Carlo Sforza
Minister for Foreign Affairs
R O M E

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FO 371 / 61842

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126

E

E 4223

51

1947

PALESTINE

20 MAY

Registry Number

E 4223/84/31

FROM

Chancery

No.

Paris

Dated

15 May 1947

Received in Registry

20

Relegal Immigrant Ships.

Refer previous letter (E 3807/84/31) of 11 March.
re regulations governing the grant or with-
holding of clearance on French Ports,
Krasnik furnishes information provided by
Conseil General at Nice.

Last Paper.

4220

(Minutes.)

Copy Adm.)
Go.) refce.
(same names)

References.

28/2

Comdr. Evershed
Cabin et al
with E 3807

(Print.)

JD May 27

(How disposed of.)

of Dodds. Adm. by
telegram. C.D.

Comdr. Evershed
Bob off
with E 3807.

May
June 2

(Action completed.)

JCB/2/6

(Index.)

JCB/2/6

Next Paper.

4256

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Reference:

FO 371/61842

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E 4223
20 MAY

52

British Embassy, E
Paris.

15th May, 1947.

3807/84/27

Dear Department,

With reference to our letter of the 5th May 1946 in reply to yours (E2199/84/31) of the 19th March, 1947, requesting information about the regulations governing the grant or withholding of clearance in French ports, the following information has been provided on this subject by His Majesty's Consul-General at Nice on the basis of enquiries made at Nice and Villefranche about the procedure for all ships visiting these ports.

On arrival the following documents must be deposited by each ship with the customs authorities:

- Manifest of cargo
- Manifest of crew
- Manifest of passengers
- Bill of Health
- Ship's passport.

Before departure the manifests must have a clearance stamp affixed by the Customs Officer, and the documents deposited are not returned until this has been done.

In cases of irregularity, this clearance stamp would be refused and the ship not allowed to leave.

If a ship left without this clearance stamp, i.e. without the documents deposited, a fast cutter would be sent to intercept it, if within the twelve miles limit.

Yours ever,

Chancery.

Eastern Department,
Foreign Office,
London, S.W.1.

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128

1947

E

E 4257 54

PALESTINE

20 MAY

Registry Number } E4257/84/31

TELEGRAM FROM

No.

Dated

Received in Registry

Sir H. Exarles

Royal

1141

19 May 1947

20

SS 'ANAK

Refer to Vtd 1048 (E4201/84/31) Imibe immediately to Sir Gen in sense of ref showing all points raised. He said if ship had not already sailed he would let her port to have it detained.

Last Paper.

425-6

(Minutes.)

13 May 21

References.

(Print.)

(How disposed of.)

copied as on
E 4256/84/31
✓ May 27

(Action completed.)

✓ 27/5/47

(Index.)

4/8/48

Next Paper.

E 4263

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130

1947

E

E 4280
21 MAY

57

PALESTINE

Registry Number

E 4280/84/31

FROM

Embassy

No.

Paris

Dated

4.12.0.

Received in Registry

17 May 1947
21

President Wanfield:

Drawn up copy of note to my for Foreign affairs of May 17. Re vessels departed from Venice bound for Marseilles asks French Govt to keep watch for vessel and to prevent embarkation of Jewish illegal immigrants.

Last Paper.

4263

(Minutes.)

Copy to M.I.5

JBman L3

References.

(Print.)

(How disposed of.)

S.O.
M.I.5.
May 25

(Action completed.)

[Signature]

(Index.)

[Signature]

Next Paper.

4210

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FO

371

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E 4323

61-

PALESTINE

22 MAY

Registry Number

E4323/84/31

FROM

Embassy

No.

Paris

Dated

14.4.47

Received in Registry

19 May 1947
22 - -

S.S. ANAK

Transmit copy of note no 465 to the
Min of Foreign Affairs of 19 May.

Asking information re circumstances in
which the vessel left date and whether
passengers were allowed to embark at that
port.

Last Paper.

4310

(Minutes.)

~~Copy Co. ?
mis~~

13 May 23

References.

(Print.)

(How disposed of.)

8. P.O.

M. 5

May - 8

(Action completed.)

[Signature]

(Index.)

[Signature]

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4326

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Reference:-

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E 4326

1947

22 MAY

PALESTINE

64

Registry Number *E4326/84/31*
 FROM *Claremont*
 No. *Washington*
 Dated *9/24/47*
 Received in Registry *16 May 1947*
22

Illegal Emigrant Ships
 Fewer various instances proving that Jordanian boat now appear to be refusing permanent Jordanian registry to foreign-owned ships unless they have an official British assurance that there is no British objection.

Last Paper.

4323

(Minutes.)

Letter to Cmdr. Evered

References.

Resubmit a/c AB May 28

(Print.)

Tel. to Wash. tent
AB May 31

(How disposed of.)

Opt. Bonds Evered
Pub Off.

May 28

8/ Higham.

P.O.

May 28

P.T.O

(Action completed.)

(Index.)

[Signature]

[Signature]

Next Paper.

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64A

Hd, w Ton 5361
Rd, Ljungby 20

8/ 9-9 Dist

June 5

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Reference:-

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Registry
No. E4326/84/31

Top Secret.
Secret.
Confidential.
Restricted.
Open.

JGSB

OUT FILE 71

F. O.,

1/6/1947.

Despatched 2.45 p M.

Draft.

Washington

Your letter G 124 of May 16: Jewish illegal immigration and Honduras registry.

Telegram.

No. 5361

(Date) May 31

We appreciate the action of the Honduran Government in referring applications for registration to us in the special circumstances now obtaining and shall be grateful if you will continue to clear these applications. We agree with the lines suggested in Paragraph 10 of your letter, should there be criticism of this procedure, and consider that cases should be cleared as quickly as possible and referred to us only when absolutely necessary. Finally it should be made clear to the Honduran authorities that, in raising no objection to the registration of any particular ship, we reserve our right to make representations later if fresh evidence should become available.

Repeat to :-

Tegucigalpa 20

En Clair:-

Code:- Cypher
Cypher.

15 May 31

Distribution :-

Departmental No 1

[copy sent to Mr Secretariat]

Copies to :-

I.I.P.

NOTHING TO BE WRITTEN IN THIS MARGIN.

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Reference:-
FO 371/51942

OUT FILE

72

E 4526/84/51

Cypher/OTP

DEPARTMENTAL NO. 1

FROM FOREIGN OFFICE TO WASHINGTON

No. 5361

D. 2.45 p.m. 1st June, 1947.

31st May, 1947.

Repeated to : Tegucigalpa No. 20

MMMMMM

Your letter G.124 of May 16th: Jewish illegal immigration and Honduras registry.

We appreciate the action of the Honduran Government in referring applications for registration to us in the special circumstances now obtaining and shall be grateful if you will continue to clear these applications. We agree with the line suggested in paragraph 10 of your letter, should there be criticism of this procedure, and consider that cases should be cleared as quickly as possible and referred to us only when absolutely necessary. Finally, it should be made clear to the Honduran authorities that, in raising no objection to the registration of any particular ship, we reserve our right to make representations later if fresh evidence should become available.

[Copy sent to Middle East Secretariat.]

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